

SHOT TO DEATH.

A Young Man Killed by Another at Union Station.

HAD BEEN FRIENDS

A Seemingly Playful Affair Ends in a Tragedy, Both the Men Were From Leesville, and Were Good Friends Before the Fatal Shooting.

The Columbia State says James Trotter, a young unmarried farmer of the Leesville section was shot through the heart at the Union station in that city at 4:45 o'clock Thursday afternoon by Wilmer Mitchell, about the same age and also of Leesville, the two being fast friends. Dr. Smith of Wards, who happened to be present at the time of the tragedy, pronounced at life extinct in the wounded man in less than ten minutes, death resulting from an internal hemorrhage.

The weapon used was a .38 calibre; the bullet entering straight from the front. Trotter had been drinking, but the arresting officers say Mitchell was perfectly sober. He gave as an excuse for the shooting that Trotter continued to slap his face, after he had several times used him to quit and after walking away from him. Eye witnesses say the two men appeared to be feuding, Trotter striking at Mitchell in play, as the two were waiting for a train home. A woman relative was the first to Trotter's side.

Mitchell gave himself up promptly to a plain clothes man, and was carried to jail in the hurry up wagon. He appeared to be not the least disconcerted. His family about the most prominent and influential in Leesville. He is the son of Mr. Crowell Mitchell of that place. Trotter was unmarried. Both bear good reputations.

The killing occurred in the presence of a large number of people, the station being crowded inside, on the veranda, in front and under the sheds downstairs. The shot was fired on the veranda overlooking the sheds immediately in front of the colored waiting room. Perhaps two thousand people were at the station waiting for special or regular trains home.

Young Trotter was cousin of Alford D. I. Trotter of this city. The request was held at the undertaking establishment of Funderburk and Matteson at 10 o'clock this morning. Those who saw the shooting and who were summoned as witnesses are Dr. W. B. Bates, John McCuller, Jr., J. Brown, Willie Ballard, George Fano, White Smith, George Etheredge and others may be called upon to testify.

Only a Cow.

Five trainmen were killed at Seaton III, where a heavy double header freight train on the Iowa Central Railroad struck a cow, says the Chicago Inter Ocean. The locomotives and eleven freight cars loaded with grain and lumber, were piled in a heap beside the track. A cow was lying on the ties between the rails and was hidden from view by other cattle standing about it. As the sound of the whistle of the approaching train the standing cattle scampered away, but the forward locomotive struck the cow lying down. The animal was killed and the wreckage of the plot truck and cars rolled along the hundred feet. Its blood made the rails slippery and pieces of bone threw the front locomotive from the track. The derailed locomotive rolled down an embankment, drawing the second locomotive into the ditch, where the two machines piled up, crushing the engineers and the firemen.

Negro Fatally Shot.

The Columbia R. & S. says Eugene Simkins, colored, was shot and probably fatally wounded on the morning by Dave Elam, a colored man. The affair occurred at a house, 1405, Lincoln street, occupied by Dr. Durham, colored, who was not present at the time. The two negroes are relatives of the doctor, and were on a visit to him. Both are from Edgefield, having come to the city Tuesday. Exactly what led to the shooting is not clear. The two men were in a room in the house, and were drinking. A white man named Holland, also appears to have been about. The first known of the affair was when Simkins was seen to come out of the house, go to an alley running from the street and fall. To those who saw him, and went to his assistance he said that Elam had shot him, though he did not think he intended to. The two were in the room. A pistol was there and Elam either intentionally or foolishly took it up, pointed at his companion, saying he was going to shoot. He did and immediately fired. The bullet struck Simkins on the neck and passed through, lodging in the back.

Crazy Officer.

At Madrid, Spain, a naval officer named Omedo who manifested evidences of insanity lately, has been removed to an asylum. Omedo was attempting to take a great military force to invade the United States. Omedo served aboard the cruiser Oquendo lost in the battle of Santiago and it is believed his mind was unbalanced at that time.

Used Mail Bags.

The Belgian government discovered some time ago that the leather bags used for the mails in the Congo Free State were often stolen. Investigation proved that natives in the postal service took them, cut the bottoms and gave them to their wives to be worn as clothing.

Eight Drowned.

A steam launch containing ten Philadelphians collided in the Delaware on Sunday with a barge and was sunk; seven of the party being drowned.

AGAIN UNDER FIRE.

Charged That Estimate Was Held Up for Two Hours.

For the Benefit of New York Speculators. Director North Issues Emphatic Denial.

The census bureau issued a bulletin Wednesday placing the cotton ginned in the United States up to October 18 at 4,910,728 bales, round bales being counted as half bales. The statement is based on reports made by the bureau's special agents in the field. No estimate is made of the total crop for the year, but figures are given out concerning crops of former years. These figures show that up to this date in 1904, the product of the gins had reached a total of 6,417,894 bales, out of a total of 13,692,279 bales for the year. In 1903, the total production was 10,045,615 bales and the ginning output up to October 25, 3,706,248; 1902 the total was 10,827,168 and the output October 25, was 5,088,000. Today's report covered 28,374 ginneries and the statements upon which it was prepared were supplied by telegraph by 702 special agents in the field, most of them representing one county each.

The fact that the bulletin was not issued until 2 o'clock, two hours after the usual time, caused some complaint from brokers in different cities, and some of these which reached the bureau before the document was given to the public, were of a sensational character. They are summarized in the following from Secretary Hester, of the New Orleans Cotton Exchange:

Hon. S. N. D. North, Director of the Census. Washington, D. C. Much disappointment and dissatisfaction here at delay in issuing ginneries report to 2 p. m. Beache & company, of New York, who Heyward, Vlek & Clark, of New Orleans, as follows: "David Miller has just made the statement to the effect that the ginneries' report has been delayed from 12 o'clock to 2 o'clock, so as to allow more time to certain parties to sell cotton and says he will stand by the above." One rumor here is that the report will show, counting round bales as half bales, being 4,00,000. All kinds of rumors are being spread and parties are selling the market down, under suspicion of something wrong in your bureau. I send this because I think it proper you should know it. David Miller, referred to, was the receiver of St. Louis & Company, and is a prominent member of the New York Cotton Exchange.

II G. HESTER.

To this Director North replied: Washington, D. C., Oct. 25. Henry G. Hester, Secretary, New Orleans Cotton Exchange, New Orleans, La. Dear Sir:

Telegram received. Nobody in this office knows even approximately at the moment how many bales ginned the report will show. The men engaged in compiling it are locked up and the door guarded on the outside. More than half of the telegraphic reports from country agents were received this morning and their compilation prior to 2 o'clock was a physical impossibility.

This telegram was forwarded before the bulletin was given out and after it was issued, it was stated that some of the report from some of the agents were not received until 10 minutes before 2 o'clock.

The ginning product for the present year to date by states is as follows: Alabama, 641,133 bales; Arkansas, 117,611; Florida, 28,007; Georgia, 1,058,167; Indian Territory, 79,222; Kentucky, 177,000; Louisiana, 131,750; Mississippi, 311,472; Missouri, 8,876; North Carolina, 325,298; Oklahoma, 95,280; South Carolina, 639,974; Tennessee, 62,625; Texas, 1,417,456; Virginia, 4,051.

Inspectors Reports.

Dispersary inspectors hereafter according to an order issued by Commissioner Tatum a short time ago, must be prepared to swear to the accuracy of their report on each dispersary checked up. This order is the result of the discovery that many shortages occur by the use of only one or half empty cases that have been checked by inspectors as full cases. Mr. Tatum said to day that about the shortage in Charleston and a recent one in a town in the upper part of the state he was convinced that the inspection heretofore has been perfunctory. He discovered that cases supposed to be full were found to contain only a few number of bottles or to be entirely empty. This happened some time ago with a dispersary in Fairfield county. All inspectors were then notified that every box must be inspected and the inspectors absolutely satisfied that the seals had not been broken.

Burned in a Hotel.

At Hot Springs, Ark., six bodies were taken on Thursday from the ruins of the Railroad Hotel, corner of Elm and Olive streets, which was gutted by fire. Two are unidentified, charged beyond recovery. The dead are: Harry Bradley, a waiter; Edward Snyder, a porter; Mrs. Mack, a musician; A. L. Mann a railroad conductor, believed to be from Denver, Colo., and the two unknown men. There may be other bodies in the ruins. The hotel was a two story frame building, containing thirty rooms, all but one of which were occupied by from one to four persons. It was patronized by invalids and cripples, who were under treatment. The fire is believed to have been caused by an exploding lamp. There was only one narrow exit, that being a stairway, and dozens were compelled to jump from the second story. One man, Fred Overton, of Hot Springs, was probably fatally injured.

Cruel Sentence.

Now comes Dr. Valentine Malpass, of Paris, who says it is dangerous to shake hands on account of microbes. Only the other day another celebrated physician announced that kissing is dangerous for the same reason. If these scientific doctors don't let up they will destroy all the pleasure of courtship. Just think of courting a good looking girl with kissing and playing hands eliminated!

TALE OF THE SEA.

Details of Wreck of Schooner Van Name and King.

LEFT CHARLESTON

On the Third Day of October and Was Wrecked Two Days Later Off Cape Lookout. Two Sailors, Who Were Saved, Tell a Horrible Tale.

Clinging to a piece of wreckage with the fast falling strength of their weakened bodies which had known no nourishment for five days, their throats aflame with a thirst of fire, their burning eyes blinded by the salt of the sea, and their minds tortured by the memories of the self destruction of their hunger maddened shipmates, William Thomas, aged 29, and William E. Warner, also 29, both colored and members of the crew of the three-masted schooner Van Name and King, were picked up off Cape Lookout, after being five days adrift on a raft, by the Sulliman F. Kelly, a schooner which arrived at Boston some days after being wrecked.

The Boston Globe says such a tale as these men told is unparalleled in fiction. "No sturdier craft had clear of the port of Charleston that day and which were tried to escape. The prospects of a brighter voyage than when the Vanname and King, capt. William A. Maxwell, lumber loaded and bound for New York, hoisted her canvas to the fresh blowing breeze on Tuesday, October 3, and headed seaward."

The schooner was speeding along under full sail when on Thursday morning, October 5, the first signs of an approaching storm were noticed. Next day at daylight it looked pretty black, blacker than a sailor likes to see it, and there was an uncomfortable feeling among the officers and men which none tried to conceal.

"Bring her down to short sail," the captain bellowed, and this was done. A noise like the bursting of a huge soda tank fell upon their ears with the splash of a tremendous wave. "To the pumps, all hands, and quickly too!" The voice of the captain came and went on the summit of wind and water, but each man understood and jumped to his post.

The struggle was unceasing until the craft was caught in the trough of the sea, and here on her beam ends she lay for some time, her masts and rigging were swept away.

No word of command was needed for these men for each made for a hold on the "weather side," that part which was out of the water. The grips of the eight pairs of stout hands were nothing in the face of the gale, but each man was a seasoned every man's hold and every man's fellow, William Grizzell, into the flood.

"Here's my knife," said the captain, "cut yourself a rope from the balliards and make yourself fast to rigging. It was with difficulty that the shiny bit of steel was handed and each cut himself a line and lashed himself to the stanchions."

Night came and went, and not a man dared loose his hold. Prayers and curses, grim jokes and tender words of encouragement, but no one stirred. That afternoon when hope had vanished from every heart, there came another wave bigger and greater than all others, and the schooner was dashed to pieces.

The lumber that had filled the craft floated, and made support for the men, but only one portion of the deck about 10 feet square, was really enough for a raft. One of the sailors, Alfred Arthur, whose leg had been broken in the fall, was thrown himself upon this, and for four hours the others floundered about in the water until they finally reached his side.

"Then came the voyage of sickening terror, the maniacal demands for water and food from those whose minds had lost their reason, the terrible strain; the groundless hopes of men who could not believe that their life was to be taken from them."

"It was awful, awful," said Warner as he looked across the mess table to Thomas, whose eyes answered with a gleam that was half of sadness and half of well remembered agony.

Both the men in the British West Indies colored men. They are natives of Antigua, British West Indies have received a fair education, know how to express themselves clearly and show that when in the full possession of their faculties they are as husky as the luckiest of sailors.

"The storm began," Warner continued, "Thursday morning, but it was Friday night that the schooner began to leak so badly that all hands became alarmed."

"The captain called the engineer to him about 10 that night, and said, 'You'll have to work the electric pumps,' when the engineer said, 'I've struck out; the engine room is full of water.'"

"At midnight the captain decided to run her for the sea to ease up the strain. We hadn't taken that course long before the schooner was hove on her beam ends. There wasn't anything to do but make for the weather side and we all did."

"No sooner had we got there than there came a wave which washed overboard one of the seamen, William Grizzell. Then the captain told us each to take his knife and cut a rope and lash ourselves to the rigging. We did and there we hung until the next afternoon, I think we were all struck on the head when the hurricane raged on and in all were floated 100 miles before they picked us up."

"Saturday, and as near as I can figure it was about 3:30 p. m., the schooner started to break up and turn turtle. We had to get clear and swim for our lives."

"A good deal of the lumber we carried and parts of the deck were floating around. Alfred Arthur had broken one of his legs in three places, but made out to get onto a good sized piece of the deck. I would see him although the storm hadn't let up a bit since it started."

CLOSE CALL.

President Roosevelt in Danger by the Collision of His Ship with Another

SHIP WITH ANOTHER

Although Inconvenienced by the Accident and Delay the President was Unmoved by the Mishap, and Returned His Voyage Aboard Another Vessel.

A dispatch from New Orleans says at 11 o'clock Thursday evening, through confusion of signals, the fruit steamer Esparta collided with the light-house tender Magnolia, which was carrying the President, Secretary Root and Dr. Rixey to the cruiser, West Virginia. The two vessels, bow of the Magnolia and port of the Esparta, were damaged and two or three holes made in the hull below the water line. No one was hurt. The Magnolia immediately on being struck was beached, her bow being high and dry. After a careful examination of the damage to the vessel, it was evident there was no danger and the president and his party went to bed.

Maj. Craighill of the United States engineers was aboard the Magnolia. His ship, the Ivy, a sister ship of the Magnolia, had preceded the Magnolia and was immediately put in for the nearest telephone, about a mile and a half away, and the order given to head the Ivy off at Pilot station and have her return for the president and his party. The transfer was made at 1 o'clock Friday morning. The vessel was in view immediately and the West Virginia was boarded on schedule time.

The first news of the accident reached New Orleans by telephone early Friday morning in an appeal for help from Capt. Rose of the United Fruit company's steamer Esparta, which came from Miami, La., near where the accident occurred. His report gave no details. The Magnolia left New Orleans at 6:55 Thursday night and the Esparta was due to arrive Friday at Chalmette. The weather was fine, with comparatively little wind on the river. Immediately upon the receipt of the news communication was opened by Maj. Craighill and Dr. Wood, left New Orleans shortly after 4 o'clock Friday morning with orders to go at full speed to the scene of the accident. Meanwhile, however, the president's party had managed to get on comfortably in the lower part of the river where it was known that the light-house tender Ivy was lying. At 1 o'clock the operator at Pilot Town was rung up by Maj. Craighill, the government engineer, with orders that the Ivy should be sent to 60 mile point with all possible speed. The Ivy immediately started and covered the 40 miles in rapid time. President Roosevelt, Secretary Root and Surgeon Rixey, with their baggage, were at once transferred and the Ivy proceeded down the river. At 2:15 the Ivy passed Pilot Town on her way down, signalling that the president and party were aboard and that all were well.

The Ivy reached the scene of the accident at 4:40 and the president and party returned from sea after putting President Roosevelt on board and stopped at Pilot Town. This aboard reported that the West Virginia had arrived at 10:05. They said that the president was in excellent spirits and unshaken by the accident. At the time of the accident at 11 o'clock the president, absolutely worn out by his strenuous experience in New Orleans, was fast asleep. He had turned in shortly after the vessel left New Orleans. The two ships were near the Esparta when they came in contact in an effort to avoid running into each other. The crew of the Esparta struck the Magnolia on the port bow.

It was not known to what extent the Magnolia might have been injured and there was great anxiety in pushing her ashore. Both vessels grounded but the parts got off under own steam and the president was not injured. The Esparta was damaged. The president showed no excitement when informed of the extent of the disaster, though he was somewhat annoyed by the probability of a delay because it was evident that the Magnolia could not proceed on the way. He dressed immediately and the president hurriedly made arrangements for his transfer to the Ivy, which was intercepted and brought back to the scene of the accident. Except for the loss of some sleep, the president suffered nothing by the collision. With the whole party transferred to the Ivy, that vessel was speeded down the river, meeting with no further mishap.

The United Fruit Company, by which the Esparta is chartered issued the following statement Friday night: "The Esparta, a light vessel, afterward found to be the Magnolia. The Magnolia blew to the westward, striking the intention of passing to starboard, which was answered by the Esparta, which later vessel continued up the river and at the time of the collision was within 100 feet of the bow of the river. About two minutes after the Magnolia struck the first signal, she blew out a whistle signifying her intention of changing her course and crossing to the inside of the Esparta. The pilot of the Esparta, seeing the danger in such action, blew whistles and also the danger signal of three whistles, signifying the danger of collision. The pilot of the Esparta was aware of the fact that there was not enough room between the vessel and the bank of river for the Magnolia to pass, as he had taken his ship as close as possible so as to leave plenty of room in the middle of the river for the Magnolia, and had the Magnolia adhered to her original signal and intention of passing to starboard would have passed clear as the river was over a half mile wide at that point. Instead of this, the Magnolia hauled to port and the two vessels collided. The two parts struck the Magnolia on the port side about 20 feet above the boats and considerable damage was done to the Magnolia."

DAYS OF PIRACY

Are Not Passed Yet According to New York Police.

TEMPERED AND FELL.

This is the Confession of Edward George Cunliffe, the Adams Express employee who disappeared from Pittsburgh, Pa., with \$101,000 in cash, was arrested at Bridgeport, Conn.

He made a confession and expressed his willingness to return at once to Pittsburgh. He declared that the money which he took is intact and that it could be recovered, but declined to tell until his return to Pittsburgh, where it is his home. On his person when arrested, the detectives found \$250.

Detectives traced Cunliffe to Bridgeport. All the hotels were watched carefully, but Cunliffe was not arrested until late in the forenoon, when he was seen walking down Middle street. Cunliffe made no attempt to deny his identity and offered no resistance. "Five minutes after I took that money I was sorry," said Cunliffe, "but it was too late to do anything. What can you expect from a man getting a salary of \$65 a month and handling thousands of dollars a day? I was tempted. I fell. I have handled larger sums. I remember once when I had \$250,000 in cash. I was tempted, but I thought it over and decided to be honest."

The night I left Pittsburgh, I rode in a sleeper on the way to New York and I stuck my head out of my berth and saw Staten Island. Slater is our local manager in Pittsburgh. I thought then that I would turn back, but knowing that he did not see me and that I had the money with me in cash, I thought I would take the chances."

"I want to go back to Pittsburgh, restore the money and throw myself upon the mercy of the courts."

Foraker's Gloom Works Busy.

Senator Foraker is certainly entitled to the championship bill as the greatest "republican gloom discoverer" of the day. It was Senator Foraker who discovered the "Dorado" machine, the corrupt Ohio machine, was a menace to republican supremacy in the nation. It was Senator Foraker who discovered that the rotten Durham republican machine is defeated in Philadelphia it will threaten republican supremacy in the nation. "Defeat the Durams and you threaten the welfare of the American people," shouts the excited senator from Ohio in excited tones. "According to the excited senator the defeat of the Durams will mean the ruin of the nation."

The Dorado was labelled today by F. A. Conell for damages to his launch, which, it is said, was stolen by Jackson. She is an old fashioned boat about 30 feet long and in good condition.

SUICIDE AT SON'S FUNERAL.

Grief Stricken Father Shoots Himself at Coffin's Side.

"I cannot let him go alone," cried Herman Schultz, Wednesday afternoon as he lingered beside the body of his son, Otto, who killed himself by inhaling gas on Tuesday. The funeral services were in progress at the Schultz home, 233 Wyckoff avenue, Williamsburg, New York. Before any one could divine his intention the old man seized a revolver and shot himself through the head.

Ever since his boy's tragic end the father had refused to eat and had slept little. He sat constantly by the dead boy's side sobbing and praying. Before the time set for the funeral, this afternoon Schultz had apparently composed himself and was resigned. The boy's body was placed in the parlor where the family gathered, and friends of the family gathered. Mrs. Schultz, her three daughters and two sons were at the head of the coffin with the father.

Prayers and the singing of hymns had ended and a long line of persons filed by the coffin taking a farewell look at the face of the boy. Schultz was running. He lingered. Undertaker Poth began to draw the lid of the coffin over his son's countenance. Then he shot himself.

Most of the women in the house fainted or became hysterical. Dr. Moore came with an ambulance from the German hospital, but he said that the old man had died instantly. After a hasty conference with members of the family the funeral of young Schultz was postponed. Father and son will be buried together.

Boy Bigamist.

The youngest bigamist on record reached the Mississippi penitentiary Friday in the person of William Gray. Gray is only seventeen years of age and has been married more than a year, and leaves two wives and a baby in his home county of Tippah. He will not rejoin them until 1907. In the same gang was Gus Stack, also of that county, fifteen years old, sentenced to twelve years in the penitentiary for arson and robbery, and Will Jones, of Marshall county, who although only twenty-one is serving his second term in the penitentiary, this time for burglary. The three are said to constitute the youngest penitentiary gang ever known.

Pleasant Incident.

At Mobile, Alabama, Judge Semmes, son of the great Admiral Raphael Semmes, commander of the "Alabama" in the Civil war, Presented Roosevelt, in behalf of the citizens, with a gold badge. In responding, the president said that one of his uncles was an officer on the "Alabama" and another uncle built the vessel.

Steamer Lost.

A dispatch from Cleveland, Ohio, says all hope for steamer Kalyuga has been given up by the owners. It is supposed to have gone down with the crew of seventeen in the recent storm.

FIRST VISIT.

Of El Hagy Abudullah Aly Sadik Pasha to America.

AWAY BY NEW YORK.

He Comes to This Country to Pave the Way for Diplomatic Relations Between Abyssinia and the United States of America. What He Thinks of New York.

El-Haggy-Abdullah Aly Sadik Pacha, prince of the Mohammedan church, general of the Abyssinian army, minister of commerce and envoy of Emperor Menelik to President Roosevelt, arrived on the Cedric at New York recently.

He comes ostensibly in regard to the new treaty of commerce between this country and Abyssinia, but actually to pave the way for permanent diplomatic relations.

England, France, Germany and Italy have representatives in Abyssinia, but Menelik has never sent diplomatic agents to those nations. Sadik Pacha's mission is to study the possibilities of closer relations with Europe and America. He has come to America after a stay in Berlin, Paris and London. Menelik is especially interested in the United States and has already given a home for a legation at Adis Ababa, the capital, in case this country cares to establish one.

The Pacha is a man of striking personality. His color is ebony, but he has clearly chiselled features and the small feet and tapering fingers of the Arab.

He speaks no European language and travels with an interpreter. On the steamer he wore European costume, save for a red fez, but as soon as he reached the Hotel Breslin he donned an Oriental costume of wonderful colorings and wore a turban. After seven hours of prayer the Abyssinian envoy went for a drive, then returned to the hotel, where he held an informal reception.

He was met at the steamer by William H. Ellis, C. Dellinger, Hugh O'Leary and John Madigan. Among the callers at the hotel were General James S. Clarkson.

"If the emperor could only see this through some one's eyes!" exclaimed the Pacha on his return from Central Park. "The crowding of women on the street cars and the tall buildings impressed him."

"I did not have time to see them," he answered. "I was busy counting the stories of the buildings." Some one remarked that there was one building thirty-two stories high. "Take me there," he said. "I will say tomorrow."

Sadik Pacha, who is the head of all the Mohammedans in Abyssinia, is exceedingly devout and devotes four hours of each day to prayer.

He has one wife and two thousand slaves. He is exceedingly sensitive on the subject of his children. When some one asked him how many children he had, he swept out of the room, deeply offended. His interpreter explained that the question was thought to bring bad luck and that he was not sure of the number of his children, but it was in the neighborhood of two hundred. He was brought back only when American ignorance had been explained.

One of his first inquiries was for J. P. Morgan, and he will pay Wall street a visit. When his interpreter mentioned the subject of loans Sadik shook his head with dignity and said Abyssinia had no such thing as debt.

"How do you like American food?" the visitor was asked. "Give me a chance," was the interpreted answer. "I have yet tasted only the cocktail and found my stomach, but the rooms that go up (meaning elevators) are too fast for my stomach."

Sadik lost part of his suite in England through the miscarriage of a railway train. The envoy told him that the president had sent him back to London from Liverpool to get the missing bag and bring it by the next steamer.

Sadik's guide in New York is William H. Ellis, who accompanied Frederick Kent Loomis on the voyage in which Loomis mysteriously met his death. The envoy has with him some magnificent specimens of ivory and two stuffed tigers, presumably presents for the president. When asked if they were for Mr. Roosevelt, Sadik replied diplomatically: "You will learn later."

One question that struck terror to the Pacha General who commanded the left wing of the Abyssinians in their greatest battles was whether he would buy dreams in America.

"That question," explained the interpreter, "might cost him his head on his return." Menelik's envoy told of the great peace that had come to his country and how a stranger could travel throw the empire unarmed. One of the objects of his visit is to establish direct communication with this country. At present American cotton goods are sold in Manchester and French Abyssinia before they reach Menelik's frontier.

PIETY DEATH SHOWER.

At Chicago, Ill., five tons of molten metal exploded at the Joliet plant of the Illinois Steel Company Wednesday falling in a shower of death on a band of workmen about a conveyer. One man is dead, three are fatally burned and half a dozen are injured so badly that they may die. The accident came without warning. The explosion shook the whole plant, sending panic into every corner of the great works. Half a hundred men were within range of the liquid metal and many suffered severe burns.